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TIME-TABLE.

WEEK DAYS

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	12.00	1.15	4.35	5.25	7.10
Yammat	8.50	8.25	10.39	12.09	1.24	4.44	5.34	7.19
Shatin	9.00	8.35	10.49	12.19	1.34	4.54	5.44	7.29
Taipei	9.10	8.45	10.59	12.29	1.39	4.59	5.49	7.39
Taipei Market	9.20	8.55	11.09	12.39	1.49	5.09	5.59	7.49
Fanning	9.30	9.05	11.19	12.49	1.59	5.19	6.09	7.59
Shungshui	9.40	9.15	11.29	12.59	2.04	5.24	6.14	8.04
Shumchun	9.50	9.25	11.39	13.09	2.14	5.34	6.24	8.14

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	7.21	6.56	10.38	11.40	3.00	4.17	5.10	6.08
Shungshui	7.31	7.06	10.48	11.50	3.10	4.27	5.20	6.18
Fanning	7.41	7.16	10.58	12.00	3.20	4.37	5.30	6.28
Taipei Market	7.51	7.26	11.08	12.10	3.30	4.47	5.40	6.38
Taipei	8.01	7.36	11.18	12.20	3.40	4.57	5.50	6.48
Shatin	8.11	7.46	11.28	12.30	3.50	5.07	6.00	6.58
Yammat	8.21	7.56	11.38	12.40	4.00	5.17	6.10	7.08
Kowloon	8.31	8.06	11.48	12.50	4.10	5.27	6.20	7.18

SUNDAYS AND PUBLIC HOLIDAYS

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	12.00	1.15	4.35	5.25	7.10
Yammat	8.50	8.25	10.39	12.09	1.24	4.44	5.34	7.19
Shatin	9.00	8.35	10.49	12.19	1.34	4.54	5.44	7.29
Taipei	9.10	8.45	10.59	12.29	1.39	4.59	5.49	7.39
Taipei Market	9.20	8.55	11.09	12.39	1.49	5.09	5.59	7.49
Fanning	9.30	9.05	11.19	12.49	1.59	5.19	6.09	7.59
Shungshui	9.40	9.15	11.29	12.59	2.04	5.24	6.14	8.04
Shumchun	9.50	9.25	11.39	13.09	2.14	5.34	6.24	8.14

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	8.12	7.38	11.40	12.50	3.00	4.17	5.10	6.08
Shungshui	8.22	7.48	11.50	13.00	3.10	4.27	5.20	6.18
Fanning	8.32	7.58	12.00	13.10	3.20	4.37	5.30	6.28
Taipei Market	8.42	8.08	12.10	13.20	3.30	4.47	5.40	6.38
Taipei	8.52	8.18	12.20	13.30	3.40	4.57	5.50	6.48
Shatin	9.02	8.28	12.30	13.40	3.50	5.07	6.00	6.58
Yammat	9.12	8.38	12.40	13.50	4.00	5.17	6.10	7.08
Kowloon	9.22	8.48	12.50	14.00	4.10	5.27	6.20	7.18

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	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	7.45	7.10	11.30	12.40	3.30	4.40	5.30	6.40
Shumchun	8.40	8.15	12.25	13.35	4.25	5.35	6.25	7.35

	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	7.45	7.10	11.30	12.40	3.30	4.40	5.30	6.40
Shumchun	8.40	8.15	12.25	13.35	4.25	5.35	6.25	7.35

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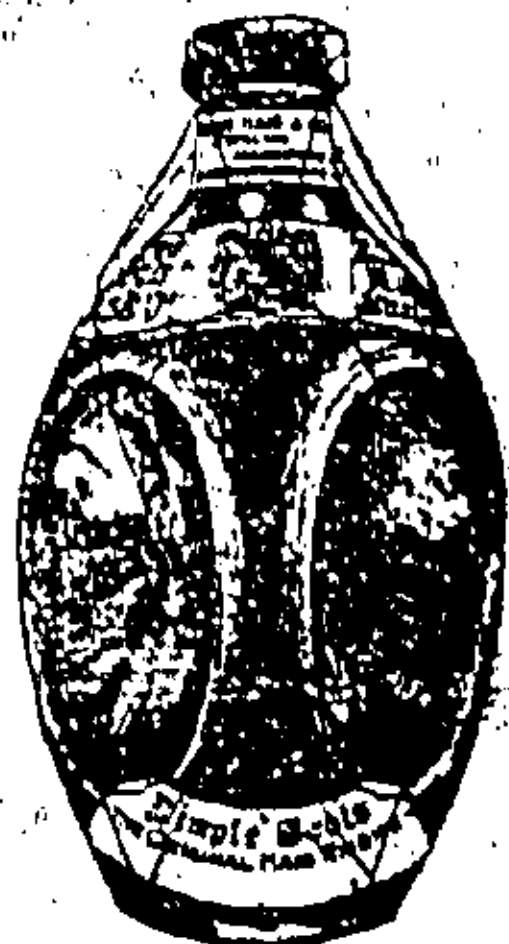
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THE ENGLAND OF DICKENS. By Walter Dexter, (London: Cecil Fawcett) 15s. net.
"I am both a town traveller and a country traveller, and am always on the road. Figuratively speaking, I travel for the great house of Human Interest Brothers, and have rather a large collection in the fancy goods way."

Thus wrote Dickens in "The Uncommercial Traveller," and the words might be fittingly applied to the novelist himself and to Mr. Walter Dexter, who has followed "so faithfully" in his footsteps. Wherever Dickens has gone he has stayed, and the novelist stayed he has stayed, noting all the topographical points of interest that gave such colour and verisimilitude to the stories. Having covered the "London of Dickens" and "The Kent of Dickens" Mr. Dexter goes further afield—to all parts of the country where Dickens either visited or which are mentioned in his books. Mr. Dexter claims that "the England of Dickens is a country of actualities as of romances," and Dickens knew his England fairly thoroughly. And he makes good that claim.

What strikes the reader most is the amazing energy of the man. Dickens was no rich leisurely traveller, passing here and there for amusement. He was a novelist earning his living by his pen, turning out books which on the lowest estimate are monuments of manual industry, for the typewriter was not in use, yet he found time for innumerable trips and tours. The impressionable part of his knowledge was gained by coaching, when he travelled as a reporter into Suffolk and Devonshire to "take" election speeches. He had holiday jaunts with "Phiz" into Yorkshire and through the Midlands, into Wales and Lancashire, with Forster, Maclise and Stanfield he visited the west of England; he was a constant visitor over a period of years to various seaside resorts; and between his novel-writing and his editing he would snatch a reading in a distant part of the country on behalf of a "working man's institution," or later a reading on his own behalf. At the end of a weary day's travelling he would sit down and write letters to his family and friends full of quaint observations of life and character, often as rich as the finest pages of his novels.

When his eldest son, Charles, was at Eton, Dickens must have taken him and three of his schoolfellows down the river, gipsying. And he must needs write a long letter to Mrs. Watson, telling her of the adventures of the day. How he was accompanied by two "immense hampers," and how they picked up a sunburnt gentleman known as "Mahogany" to go with them down stream.

We dined in a field; what I suffered for fear those boys should get drunk, the struggles I underwent in a contest of feeling between hospitality and prudence, must ever remain untold. I feel, even now, old with the anxiety of that tremendous hour. They were very good, however. The speech of one became thick, and his eyes too like leucosters to be comfortable, but only temporarily. He recovered, and I suppose outlived the said he took. I have heard nothing to the contrary, and I imagine I should have been implicated in the inquest if there had been one. We had tea and rashes of bacon at a public-house, and came home, the last five or six miles in a prodigious thunderstorm. This was the great success of the day, which they certainly enjoyed more than anything else. The dinner had been great, and Mahogany had informed them, after a bottle of light champagne, that he never would come up the river "with ginger company" any more.

The passage, in its boisterousness, kindness, love of eating and drinking, and exaggeration, is truly Pickwickian, and yet it is all contained in a letter thrown off as easily as slipping on a piece of organdy.

Mr. Dexter takes us on twelve tours. First we go along the old road Dover road, with memories of the Pickwickians and of the characters in "Edwin Drood," not forgetting Dickens's own associations with Godshill. Next we are off on a birthday pilgrimage to Portsmouth. A seaside tour round the coast from Broadstairs to Shanklin fills the next chapter, and a further chapter is taken up with the upper waters of the Thames. Mr. Pickwick at Bath must have a chapter to himself; so too must Little Nell and her grandfather, as they come to rest at Tisbury, and less space cannot be given with justice to the Copperfield country, the Dotterboys' route to Yorkshire and the North, or to the "lazy tour" of two idle apprentices.

This "lazy tour" is far too little known, even to professed admirers of Dickens. It came about in a rush, and he and Wilkie Collins set out on a ten-day tour of the Lake District in search of an article for "Household Words." Carlisle was the starting-point, and thence they passed by way of Carrack Fell, Wighton, Maryport, Aspatria, Allenby and Lancaster, to Leeds. To his sister-in-law he writes a long letter, although the ordinary man would have waited until he got home, telling how Collins sprained his ankle in climbing Carrack Fell. The guide they took with them confessed, in the black mists on the top of the mountain, that he had not been up for twenty years.

What wonders the Inimitable performed with his compass until it broke with the heat and wet of his pocket no matter; it did break, and then we wandered about, until it was clear to the Inimitable that the night must be passed there, and the enterprising travellers probably die of cold. We took our own way about coming down struck, and declared that the guide might wander where he would, but we would follow a watercourse we lighted upon.

(Continued on next column.)

COMMONS AND SOCIALISM. SIR A. MOND'S ANALYSIS.

A recent debate in the House of Commons on the Labour-Socialist motion in favour of the nationalisation of industry and banking proceeded on curious and familiar lines. Mr. Windsor's resolution invited the House to declare that no permanent solution of the problem of working-class conditions was possible apart from "progressive advances towards the social ownership and democratic control of staple industries and the banking system." Such wording, though loose enough to secure the support of all sections of Labour-Socialists, derived more import than usual by reason of the fact that it committed them not less to the end than to the means. Such "progressive advances" as we may look for from future Socialists. Governments will have in future to be defended for what they are—definite steps towards the goal of a totally Socialised system of industry.

The terms of the resolution did not inspire its mover or secondor to any great heights of rhetorical effect. There was much insistence on the inevitability of the class struggle, with or without the "gradualness" so beloved of Mr. Sidney Webb. There could be no "peace in our time," declared Mr. Windsor, in the presence of existing economic conditions, aggregations of wealth on the one side, and pauperism and unemployment on the other. In this Mr. Dundee, the member for Consett, agreed, though he recognised handsomely the worth of the recent appeal of the Prime Minister.

The lessons of Russia provided Lieutenant Colonel Spender, Clay with an adequate text for his speech submitting the Unionist amendment calling for enterprise and co-operation in securing a satisfactory competitive footing in world markets. Labour was very much "up against" the actual facts of a seven years' experiment there, he said.

Clever and entertaining was the second speech of Major Stanley, the Earl of Derby's second son, who called for a sight of the Socialistic magic wand which was going to provide State-owned enterprises with the markets for which they pined under private control. Socialism, he said, might produce temporarily a State of high wages and an illusion of prosperity, but it would be done out of national capital, and not out of national income. The real goal of Conservatism was a property-owning democracy.

The ruthless vivisection of the Socialist anatomy was completed by Sir Alfred Mond, who is most genial when engaged in this his favourite debating occupation. Talking to the Socialists at close quarters from the third seat below the gangway, he very soon had them laughing in spite of themselves at his picture of guild Socialism in operation, with the community finding the money while the miners ran their industry and drew the profits. Equally amusing was his innocent query about dividing up the surplus profits of the Post Office.

Mr. Wheatley wound up the debate for the Labour-Socialists with what was for him a moderately-worried speech. The Government front bench, true to the Prime Minister's conception of private members' rights, did not participate in a debate, which concluded with a defeat of the resolution by 181 votes to 124.

and which must come at last to the river. This necessitated amazing gymnastics; in the course of which performances, Collins fell into the said watercourse with his ankle sprained, and the great ligament of the foot swollen I don't know how big. The nearest inn was eleven miles away, and neither Collins had to be carried, to have "his foot wrapped up in a flannel waistcoat," and "a horrible deluge of lotion, incessantly in progress." There was some trouble about their letters, but Dickens solved the difficulty in a manner especially his own, by walking over for them to Maryport and back, a distance of 24 miles all told! By awkward stages the journey was continued, and Wilkie Collins got gradually better, until, tiring of the eternal sea and the equally eternal shrimps at Allenby, they came by rail to Carlisle, and thence to Lancaster where he put up at an inn where they gave you Bride cake every day after dinner.

Collins's ankle is a great deal better than it was, and he can get into new hotels and up the stairs with two thick sticks, like an admiral in a farce. Of course he can never walk out, or see anything of any place. We have done our first paper for H.W. ("Household Words") and sent it up to the printers.

Mr. Dexter says that he offers no apology for this, the third and final volume on the English topography of Dickens. No apology whatever is needed. Of all such volumes this is by far the best that has come within our ken; it will serve to delight those who know Dickens by heart, and it will also certainly inspire a larger number to take one or another of the pilgrimages which the novelist took, to the lasting benefit of English literature and the happiness of mankind.

CHAPLIN'S ODDITIES.

Charlie Chaplin was the chief witness at Los Angeles (says the "New York correspondent of the Daily Mail") in his action to prevent Charles Amador, a cinema actor, from imitating him on the screen. After declaring that Amador's make-up is so similar to his own as to deceive the public, Mr. Chaplin claimed the copyright in his own costumes. "I got my walk," he said, "from an old London cabdriver. The one foot glide I use was the inspiration of a moment, but part of the character was inspired by Fred Kitchen, an old fellow-trouper of mine in vaudeville. He had flat feet." "Where did you get that hat?" asked counsel for the defence. "Oh, I don't know. I just conceived it," replied Mr. Chaplin. Asked about his trousers, Mr. Chaplin declared, "Nobody ever wore this combination that I adopted until I put them on."

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SIR DOVETON STURDEE. SOME STORIES OF A GREAT ADMIRAL.

Admiral of the Fleet Sir Frederick Charles Doveton Sturdee who died at Wargrave House, Crawley, Sussex, England, last month, had a long and distinguished service career, but he will be best known by the present generation as the hero of the Battle of the Falklands—the battle which avenged the Coronel disaster and which is regarded by some as the only decisive victory of the Great War.

It is as well to recall the fact that it was the day after the news of the disaster off Coronel was received that Lord Fisher, with that resourcefulness which was such a distinguishing trait in him, issued orders that the battle-cruisers *Invincible* and *Inflexible* were to be detached from the fleet and proceed forthwith to Devonport, where, having their hulls cleaned, take in six months' stores, and complete with coal. To Admiral Sturdee was entrusted the task of seeking out and destroying the enemy squadron that had wrought such havoc in the South Pacific in the early days of November, 1914.

THE MAN AND HIS MISSION.

The fitting-out of the *Invincible* and *Inflexible* was the first step towards the fulfilment of the vows of the crews of ships of the Grand Fleet to avenge Coronel; but the preparations were made with such profound secrecy that the officers and men were absolutely in the dark as to the mission upon which they were to embark. Vice-Admiral Sturdee, as he then was, had been serving at the Admiralty until November 21st, and it was on that day that he left London and proceeded to Devonport to hoist his flag in the *Invincible*.

The story of the hustle and bustle which accompanied the equipping of the two battle-cruisers—unknown to the general public outside the Dockyard—is admirably told by Com. the Hon. Harry Bingham, V.C., one of the officers who went with Sturdee, in his splendid little book, "Falklands, Jutland, and the Fight." "The work that had to be done at Devonport in three days," he says, "was colossal. We stored and provisioned all day and most of the night, and finally sailed from 2 p.m. on one afternoon until noon on the following day. A party of seven or eight public school direct entry midshipmen arrived in the nick of time to join in the proceedings."

"At the end of it one and all were completely exhausted. Officers and men, bearded and weary, were staggering about like drunken flies. During our stay there was no question of leave and no chance of farewells to relations and friends."

It was a few minutes after 4 p.m. on Nov. 10th that the vessels left Devonport—course south: speed, 20 knots for 24 hours. When clear of home waters the speed was reduced to 15 knots. All that the officers of the two ships had to do was that they were going south and would therefore require tropical outfit, and that they might be away six months or more. It was not until the ships were at sea that the mystery was solved.

Admiral Sturdee's new appointment—a temporary one—was Commander-in-Chief, South Atlantic and South Pacific; and his instructions were to take the *Invincible* and *Inflexible* under his orders and proceed southward at a maximum economical speed. At a certain rendezvous he was to be joined by cruisers already in South Atlantic waters; and with this combined force he was to seek out and annihilate von Spee's squadron, and there was to be no return home until these orders had been carried out to the letter.

By the crews of the vessels this news was hailed with the greatest enthusiasm; and the fact is recorded that when the ships "crossed the line" the occasion was celebrated with the customary ceremonies. Admiral Sturdee, in welcoming King Neptune and his retinue on the flagship, explained why England had taken part in the war, her aims, and determination to see these realized, and, finally, the justice of her cause.

SECRET RENDEZVOUS.

Abrolhos Rocks, situated 30 miles south of the coast of Brazil, was the secret rendezvous, and there the battle-cruisers were joined by the *Carnarvon* (flagship of Rear-Admiral A. P. Stoddart), *Kent*, *Cornwall*, *Glasgow*, *Bristol*, and *Otranto*. Admiral Sturdee decided to proceed to the Falkland Islands, and as one of the participants in the epic battle which followed, he observed, "for once fortune was on our side." On the morning of December 17th the squadron anchored in Port William, the outer harbour of the Falklands.

The squadron had not long to wait before those serving under Admiral Sturdee were led to declare that his decision to proceed to the Falklands was inspired. On the morning following the arrival of the ships at Port William von Spee and his squadron were caught in the trap, and steamed "right into the jaws of the lion." After the German ships put to sea, and annihilated von Spee's squadron. Thus was Coronel avenged.

LANDED AT PLYMOUTH.

After leaving the Falklands the British Squadron proceeded to Gibraltar, from which port Admiral Sturdee—his services being required nearer home—and his staff came home in a P. and O. steamer, landing at Plymouth on February 3rd, 1915. Com. Bingham was a passenger by the same vessel, and a paragraph in a chapter of his book describing the passage is worth quoting in his reference to "the character of the great sailor who has served his country so well."

"The homeward passage in the P. and O. steamer," he says, "was a very cheerful affair, even though we eased down to eight knots off Cadiz and never exceeded that depressing rate of speed for the remainder of the voyage. Sir Doveton Sturdee was the life and soul of the ship." (Continued on next column).



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SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their fortnightly circular dated June 2nd state:—

The weakness of our market during the first days of the fortnight under review determined some business with Japan. But when only a few thousand tons were bought, and whilst some dealers were expecting a further drop, prices advanced again, stopping all transactions.

It is rumoured that the crop in China is deficient and though the Hongkong market is still very weak, and, except from Japan, there is no enquiry at all from foreign countries, our market closed firm.

Paddy.—Detentors refuse to sell at a cheap price and stock their paddy. As they are not greatly in want of money, it seems difficult to expect a real improvement in our market in the near future.

Freight to Hongkong.—Market very weak. No charterers. The rate has fallen to 12 cents per picul. The Charterers of the Japanese s.s. *Bushu Maru* fixed at 21 cents at the beginning of May would be pleased to cancel but offered a too small indemnity which was refused. No fresh fixtures to report.

His exuberant spirits proved infectious to the civilian passengers, who were no less susceptible to the magic of the Admiral's personal charm. Admiral Sturdee lived to see ten anniversaries of the great battle with which his name will be associated for generations to come. Admiral Sir R. F. Phillimore, at present Commander-in-Chief at Devonport, was a captain, and in command of the *Inflexible* when the Falklands Battle was fought; and on the tenth anniversary last November Admiral and Lady Phillimore gave a dinner party, and to restore a number of officers who were serving in the ships that took part in the battle.

NELSON'S FLAGSHIP.

A great post-war service by Admiral Sturdee was in connection with the restoration of Nelson's flagship. Three years ago it was found that there was some danger of the *Victory* falling to pieces at her moorings, and she was removed into dry dock. Sir Doveton Sturdee then set on foot a campaign to raise funds to preserve the ship and to restore her to the condition in which she went into action at Trafalgar. This involved extensive structural repairs and an enormous amount of alterations and additions in the external details of the ship's hull and interior. A few weeks ago the old ship was raised in the dock so that the beauty of her lines could be better seen. The alterations are not yet completed, and further funds will be needed to complete the work, but Admiral Sturdee had the satisfaction of seeing the greater part of the work of restoration accomplished and the ship re-opened to the public.

THE CORONET

TO-DAY TILL FRIDAY, JUNE 15-19

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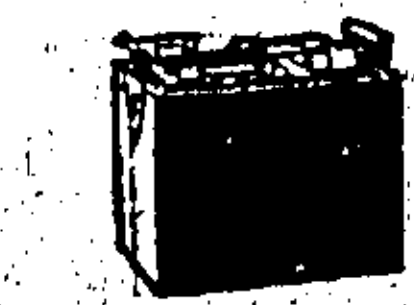
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LOCAL CRIME STATISTICS.

POLICE REPORT FOR 1924.

20 PER CENT MORE CASES THAN IN PREVIOUS YEAR.

The report of the Captain Superintendent of Police for 1924 states that the total of all cases reported to the Police during the year 1924 was 17,569 as against 14,800 in 1923 being an increase of 3,769 or 25.7 per cent. The average for the last five years is 13,972.

In the division of these cases into serious and minor offences there were 4,509 serious cases in 1924 as against 4,011 serious cases in 1923 an increase of 498 cases, or 12.4 per cent. There were 13,060 minor cases in 1924 as against 10,789 minor cases in 1923, an increase of 2,271 cases or 21.2 per cent.

In the category of serious offences there were 60 cases of burglary in 1924 against 74 in 1923; 2,654 cases of larceny against 2,160; 35 cases of murder compared with 22 in 1923 and 148 cases of robbery and assault with intent to rob as against 174 in the previous twelve months.

While there was a large increase in the total number of cases coming under the heading of Serious Crime, the report continues, the number of cases of robbery, murder, attempted murder, burglary and house and godown breaking shows a decrease as compared with 1923. There was a small increase in the number of cases of larceny in a dwelling house, and a more considerable increase in larcenies. Piracy continued to be a serious problem at the beginning of the year, and after the piracy of the Sham Shui Po ferry launch *Kwong Shun On* on 2nd March, 1924, it was considered advisable to engage further temporary searchers for ferries plying within the waters of the Colony. The strength of the searching staff for outgoing steamers and ferries, on 31st December, 1924, was: Six Europeans and 88 Chinese, a total of 94 as against 48, including three Europeans in 1923.

The strength of the Criminal Investigation Department in December, 1924, was 12 European Inspectors, and Sub-Inspectors, 4 European Sergeants and 10 European Lance-Sergeants. The Chinese staff comprised one Inspector, one Sergeant-Major, 12 Sergeants, 20 Lance-Sergeants and 97 constables.

FINGER PRINTS.

The number of finger prints examined during 1924 was 10,658 as against 9,888 in 1923, and 2,281 persons were identified by this means as against 1,736 in the previous twelve months.

DEPORTEES.

In 1924 the number of persons banished from Hongkong was 1,381 as against 1,027 in 1923.

GAMBLING.

Three hundred and forty-four Gambling Warrants were successfully executed during the year as against 302 in 1923. There were eight cases in which no convictions were obtained.

There were eighty-one lottery cases, compared with 74 in 1923.

STOLEN AND RECOVERED.

The estimated value of property stolen during the year was \$600,024.84 as against \$637,671.44 in 1923, a decrease of \$37,646.60 or 5.77 per cent.

The average for the last five years is \$410,833.90 as against \$365,032.81 in 1923, an increase of \$45,801.09.

The value of property recovered during the year was \$55,338.36 or 9.2 per cent. of the value of the property stolen, as against \$55,073.68 or 8.3 per cent. of the property stolen in 1923, an increase of 9.0 per cent. in the ratio between the property stolen and property recovered.

CONDUCT.

The conduct of the European contingent (average strength 235) was good. The total number of reports against them was 127 as against 106 in 1923.

The conduct of the Indian contingent (average strength 504) was good. There were 529 reports as against 532 for the preceding year.

The behaviour of the Chinese contingent (average strength 530) was fair. There were altogether 1,253 reports as against 1,389 in 1923.

The behaviour of the Chinese (Wei-hai-wei) contingent (average strength 275) was disappointing. There were altogether 505 reports as against 54

REWARDS AND COMMENDATIONS.

L.S.A. 100 Elwood was commended by the Captain Supt. of Police for alertness on duty in securing the arrest of two Police Telephone clerks, on December 11th, 1923.

S.I. Cockle was commended by the Captain Supt. of Police for diligence in conducting enquiries into a case of Armed Robbery at No. 2 Ching Kai Lane on December 7th, 1923, in which 3 of the robbers were convicted and sentenced to 10 years' hard labour and 10 strokes of the "Cat" at the January Criminal Sessions 1924.

Inspector Pincott was commended by His Excellency the Governor for the care and thoroughness with which he carried out investigations and prepared the case for the prosecution in the Ka Nga piracy case.

L.S.A. 13 Kirby during the routine search of the s.s. *Hawak* detected the presence of a number of passengers of an unusual type. Later he found others in possession of loaded revolvers and had the whole gang detained. He was granted a 4th Class Medal.

L.S.A. 54 Dungey was commended by the Captain Supt. of Police for his prompt assistance to Detective L.S.C. 170 Chan Hung which resulted in the arrest of two of the leaders of the Ka Nga piracy gang.

Sub-Inspector R. Shannon was commended by H.E. the Governor for the excellence of his work in supervising the Indian guards.

L.S.A. 95 Knowles was granted a 4th Class Medal for courage and presence of mind on the occasion of an Armed Robbery at 145 Portland Street on December 11th, 1923.

S.I. Cotton was commended by the Captain Supt. of Police for his resource in capturing a ricksha coolie who endeavoured to pick his pocket on May 16th, 1924.

Acting L.S.A. 165 Jessop was granted a 4th Class Medal for courage and resource when in charge of the Police guard on the occasion of the Attempted Piracy of the s.s. *Thi Lee* on April 12th, 1924.

The following rewards were granted to the undermentioned Police Officers for bravery and resource on the occasion of the affray with armed robbers at 206 Canton Road, Yauwatt, on December 29th, 1923. Inspector T. Murphy recommended for the King's Police Medal (Since granted). P.S. 180 Wong Lan granted a 3rd Class Medal and reward of \$100. 4th Class Medals granted to: P.S. 110 Kelly, P.S. 46 Fender, L.S. 37 McEwen, and L.S. 410 Robertson. L.S. 53 Clark commended by H.E. the Governor.

Sub Insp. McWalter was commended by H.E. the Governor for his resource and energy in prosecuting the case of armed robbery at 145 Portland Street on November 11th, 1923.

Sub Insp. Booker was commended by H.E. the Governor for hard and successful work in enlisting and training three contingents of Wei Hai Wei Police during the past two years.

Detective Sub-Insp. Reynolds was commended by the Capt. Supt. of Police for diligent and efficient way in which he conducted the case *Rex v. Wickersham*.

L.S.A. 1 G.W. Moreton was commended by the Capt. Supt. of Police for good work in exposing extensive frauds on the part of Chinese Distilleries in Sai Kung District who were systematically conspiring with wine dealers in Hongkong to employ used duty labels on bottles and jars of wine supplied wholesale from the Distilleries.

Sgt. A139 Hourihan was awarded \$100 and commended by H.E. the Governor for courage and prompt action whereby six men who had committed an armed robbery at Sham Cheng village, Tsun Wan district, were captured.

P.C. B. 417 Makhan was commended by the Captain Supt. of Police for his prompt action while off duty on the 17th December, 1924, in assisting to arrest a violent Chinese who had committed assault and attempted larceny from the person in Lee House Street.

A Chinese was sentenced to four months' hard labour by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, for having stolen an electric fan from the Green Island Cement Co.'s works. Accused had been convicted twice previously.

OPIUM ON S.S. "HO SANG."

POLICE COURT SEQUEL TO HUGE SEIZURE.

INDO-CHINA STEAM NAVIGATION COMPANY SUMMONED.

The sequel to the huge seizure of 9,009 tals of prepared opium valued at \$12,072, by Revenue Officers on the s.s. *Ho Sang* (Indo-China Steam Navigation Company) by Revenue Officers on April 30th, had a sequel at the Central Magistracy yesterday, when before Mr. S. B. R. McDermott, the Indo-China Steam Navigation Company were summoned at the instance of the Imports and Exports Department for unlawfully using the s.s. *Ho Sang* for the importation, conveyance, storage and exportation of 9,009 tals of prepared opium.

The proceedings were taken under Ordinance No. 30 of 1923, Section 21, sub-section 1. Mr. T. Whyte Smith (Assistant Crown Solicitor) appeared to prosecute on behalf of the Imports and Exports Department and Mr. R. E. Webster appeared on behalf of the Indo-China Steam Navigation Company.

Mr. Whyte Smith said that on April 30th, Revenue Officers went on board the *Ho Sang*, and in two coal bunkers they found concealed underneath a large quantity of coal 35½ kerosene tins which contained what appeared to be Amoy prepared opium. The *Ho Sang* was an oil burner and therefore did not use coal for running purposes, but a certain amount of coal was kept in the bunkers for use in the galleys. There were about ten tons of coal on top of the kerosene tins containing the opium. It must have taken a considerable time to shift this quantity of coal before the tins were reached. The ship called at Calcutta and then at Amoy and the Crown suggested that it was while at Amoy that the coal was shovelled away to such an extent as to permit the tins containing the opium to be effectually concealed. This would indicate that there must have been a certain amount of work done to conceal the opium. The Crown would like to know what precautions were taken by those on board to prevent the concealment of such things as opium and contraband. This was a considerable quantity, 9,009 tals, and it appeared that if this Section was not going to become a dead letter altogether things of this nature must not be allowed to pass.

Mr. Whyte Smith, continuing, said that gratings at the side of the vessel, would if left open, permit opium or anything else to have been put into the vessel. They did not know what was done, but there was a connection between the two bunkers. If there had been a junk alongside, it would have been quite possible to pass the opium through the grating. They did not know if this was the way in which it was done; but they thought it was probably done in this manner.

THE SEARCH.

Chief Preventive Officer S. J. Clarke, said that early in the morning of April 30th, he received information, in consequence of which he sent Revenue Officer Warden in charge of a party of Chinese Revenue Officers and coal coolies with instructions to turn over the coal in the bunkers of the *Ho Sang* and if they found anything to send for him. About eleven o'clock the same morning, witness was called to the vessel and in the port bunker found exposed 25½ kerosene tins each of which was full of packets of opium. In the starboard bunker, another 9 kerosene tins full of opium were found when the coal was turned over. Altogether there were 35½ full tins, a total of 9,009 tals of opium. About ten tons of coal were shifted in the port bunker before opium was discovered, and about six or seven tons in the starboard bunker. The tins were packed two and three deep in the bottom of the bunkers against the bulkhead.

Mr. Whyte Smith: With your experience do you consider that opium could have been put on board without someone of the crew or someone on board knowing anything about it?

Witness: It is very doubtful, considering the amount of coal that had to be moved.

Cross-examined by Mr. Webster, witness admitted that the boat came in on April 28th and was searched by three separate parties of Revenue Officers prior to his receiving information which led to the final search and the haul and that as a result of those three searches only the small amount of 90 tals of opium was found on the vessel.

Mr. Webster: That points to the fact that it was extraordinarily well concealed.

Witness: It was well concealed.

Revenue Officer Warden gave evidence to the effect that he went on board the *Ho Sang* with a party of Chinese Revenue Officers and coal coolies on instructions received from C.P.O. Clark. He said that it took two hours to shift the coal in the port bunker before the kerosene tins, containing the opium, were found.

After the evidence of this witness, the court adjourned, as His Worship expressed a wish to go on board the *Ho Sang* and see the position of the bunkers and various doors that had been mentioned during the case.

This closed the case for the prosecution.

CASE FOR DEFENCE.

When the Court resumed the hearing in the afternoon, the case was opened for the defence.

His Worship: It is very difficult to get away from the fact that the opium was found on the ship.

Mr. Webster: I have taken all that into consideration: Your Worship has seen where the opium was found, and there seems to be no answer under this particular section. I, therefore, plead guilty to a technical offence. Mr. Webster then went on to refer to a similar case that was heard about June of 1923 concerning the *Loong Sang*, and said by that case it was shown that it was made impossible for shipping companies in such cases as these to be responsible or to get out of it. In the case of the *Loong Sang* the magistrate found that there was no guilty knowledge, but found the company guilty of a technical offence. In that case it was shown that it was at a time when smuggling of opium was being carried on a great deal between Manila and Hongkong. The Company concerned in that case put four watchmen on the ship; but notwithstanding the employment of these four men, the smuggling seemed to increase.

His Worship: That rather reflects on the character of the four watchmen.

Mr. Webster: It might do, or it might have been that smuggling was on the increase at that time in any case. It shows how useless it is to have watchmen on board.

His Worship: Of that type anyhow.

Mr. Webster, continuing, said on a large ship like the *Ho Sang* it was impossible to stop this smuggling no matter what precautions against it were taken or how vigilant the officers and crew might be. If the smuggler was determined to carry on his smuggling, as there was no doubt he was. Regulations might be made and precautions taken by the officers on the boats, but it seemed almost impossible to prevent the smuggling.

Precautions were taken in this case under a circular letter issued to all masters in 1921, which gave certain instructions as to the number of times in a certain number of days the ship must be searched between ports, etc., in order to protect and provide against smuggling. The captain of the *Ho Sang* could prove by his log-book that the ship was searched. The run between Amoy and Hongkong was 22 hours, and the *Ho Sang* was searched before they reached Amoy and searched again after the vessel left there by the Master and Officers. Nothing of a contraband nature was found.

His Worship: Presumably this opium was put on at Amoy. What precautions are taken in connection with the loading or unloading of cargo?

Mr. Webster said that chiefly owing to the state of Amoy and knowing that it was a hot-bed of smuggling, the practice was not to enter harbour until it was time to take off the passengers. In this case the *Ho Sang* remained in the outer harbour with no other craft alongside until it was time to go, the next morning at 7.45, to take off 500 coolie passengers. On this occasion, the Chief Officer actually challenged 6 tins of tea oil, but found they contained oil. But Mr. Webster added, while one tin was being challenged on such occasions, the loading of the vessel continued.

His Worship: I have been over the ship and I must say that it is extremely difficult to prevent smuggling, taking place—I might say almost impossible—but I must register a conviction and I suppose it will help matters and help to enforce the keeping of regulations if I impose a fine. I will register a conviction for a technical offence and impose a fine of \$100. In registering this conviction, I must say there is nothing against the Master and Officers of the *Ho Sang*, there is no guilty knowledge against them and they are not to blame. His Worship also made an order for the confiscation of the opium.

LEGISLATIVE COUNCIL. TELEPHONE ORDINANCE PASSES FIRST READING.

PRESENTATION FOR BRAVERY.

A meeting of the Hongkong Legislative Council was held in the Council Chamber yesterday. Present:—

His Excellency the Governor (Sir R. E. Strass, K.C.M.G.).
His Excellency the General Officer Commanding the Troops (Major-General C. C. Evans, C.B., C.M.G.).
The Colonial Secretary (Hon. Sir Claude Severn, K.B.E., C.M.G.).
The Attorney-General (Hon. Sir Henry Pollock, K.C.).
The Colonial Treasurer (Hon. Mr. C. McI. Messer, O.B.E.).
Hon. Mr. H. T. CREASY (Director of Public Works).
Hon. Mr. D. W. TRAMMAN (Secretary for Chinese Affairs).
Hon. Dr. J. B. ADDISON, M.B.E. (Principal Civil Medical Officer).
Hon. Mr. P. H. HOLYOAKE.
Hon. Mr. A. O. LANG.
Hon. Mr. CHOW SHOU-SUN.
Hon. Mr. H. W. BIRD.
Hon. Mr. R. H. KOTWALL.
Mr. A. G. M. FLETCHER, C.M.G., C.B.E. (Clerk of Council).

PRESENTATION.
H.E. THE GOVERNOR: Before we proceed to the business of the day I have a presentation to make. Wong Yat who is present before you to-day, was also one of the seamen who volunteered to man the small boat which left the *s.s. Bowers Castle* during the typhoon of the 18th August, 1923, under the circumstances mentioned here three weeks ago, and he, with the others, was instrumental in saving three survivors of the *s.s. Lung Sang*. I have pleasure in presenting on behalf of His Majesty the King the Silver Medal for Gallantry in Saving Life at Sea to Wong Yat.
His Excellency then fastened the medal on Wong Yat's coat and shook him cordially by the hand. Wong Yat retiring from the Council Chamber with a broad smile on his face and a loud "Good-bye" to the members.

MINUTES.
The minutes of the previous meeting were confirmed.

PAPERS.
The Colonial Secretary, by command of H.E. the Governor, laid upon the table papers Nos. 1 to 5.

Order made by the Governor in Council under Section 24 of the Rents Ordinance, 1923, Ordinance No. 14 of 1923, on 11th June, 1923.
Regulation made by the Governor in Council under sections 23 (4) 33 (3) and 42 of the Merchant Shipping Ordinance, 1899, Ordinance No. 10 of 1899, on 4th of June, 1923.

Notification by H.E. the Governor, of the rescission of the Order of the 19th March, 1923, proclaiming Hoihow to be a place at which an infectious or contagious disease prevailed.

Report on the Assessment for the year 1925-1926.

Report of the Captain Superintendent of Police for the year 1924.

FINANCE.

The Colonial Secretary, by order of H.E. the Governor, laid upon the table Financial Minutes 25 to 28 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

The Colonial Secretary, by command of H.E. the Governor, laid upon the table the report of Finance Committee, No. 5, and moved that it be adopted.

The Colonial Treasurer seconded, and the motion was agreed to.

THE TELEPHONE ORDINANCE.

The Attorney-General: I beg to move the first reading of a Bill intitled An Ordinance for the establishment of an improved telephone service in the Colony. The financial aspects of this measure were dealt with fully by the Hon. The Colonial Secretary in his speech in this Council on the 21st of last month. This Bill follows in its provisions the terms of the resolutions which were approved by that meeting, and it also includes certain provisions for safe-guarding public property and also the undertakings of other companies. The various sections of this Bill are fully explained in the "Objects and Reasons" which are in the hands of hon. members, and, therefore, I think it is unnecessary for me to recapitulate them at this meeting. I shall be pleased at the next meeting of this Council to answer any question which may be put to me by hon. members in regard to any of the details of this Bill.

The Colonial Secretary seconded and the Bill was read a first time.

H.E. THE GOVERNOR: The Council stands adjourned until 4 p.m. on Tuesday, June 23rd.

(Continued on next Column).

LARGE HAUL OF HEROIN. SEIZURE ON S.S. GLENTARA.

What will probably turn out to be a very large haul of drugs, has come about through a seizure made on Sunday on the *s.s. Glentara*,—(one of the Glen Line steamers from Continental Ports) by a party of Revenue Officers.

Sixteen cases containing bedsteads and mattresses which were consigned from Antwerp to Shanghai, were seized and are stated to contain a quantity of heroin, which was found concealed in the iron tubing of the bedsteads.

So far only a few of the cases confiscated have been opened, and until the contents of the remainder have been investigated, it is impossible to state the exact quantity of the haul made, or if there are any other class of drugs concealed in the consignment, such as opium, cocaine or morphine.

The haul appears to be one of the most valuable ever made in Hongkong. For the purpose of conducting the search, all the cases have been transferred from the vessel to the Imports and Exports Offices.

DRUNKEN SEAMAN.

DISCOVERED AMONG STREET SLEEPERS.

Before Mr. S. B. B. McDermid at the Central Magistracy yesterday, an unemployed seaman, named G. Higgins, who stated that he came from Salford, England, was charged with being drunk and disorderly, having been found sleeping on the pavement in Queen's Road East.

Defendant, who yesterday made his second appearance in court within a month, pleaded that he had no money and was looking for work.

The evidence showed that the defendant was found sleeping among a number of street sleepers in Wanchai and he was then taken to No 2, Police Station, Wanchai.

Defendant said to His Worship: "Please send me to the House of Detention. If I had any money I would have gone and had a shave." He further said that he came to Hongkong from Singapore in search of work.

His Worship: Yet you have money to drink.

Defendant again expressed a wish to be sent to the House of Detention and His Worship replied "I will send you to gaol. You have money to get drunk. Five dollars or one week's imprisonment with hard labour in default."

FINANCE COMMITTEE.

The meeting of the Finance Committee was afterwards held, the Colonial Secretary presiding.

CONDUIT ROAD WIDENING.

The Governor recommended the Council to vote a sum of \$22,500 in aid of the vote Public Works, extraordinary, Hongkong, communications, 23, roads: (w) Conduit Road widening.

The CHAIRMAN: This has already been approved by hon. members.

SUBMARINE CABLES.

The Governor recommended the Council to vote a sum of \$1,800 on account of Public Works, extraordinary, Hongkong, miscellaneous, concrete tank for the storage of submarine cables.

The CHAIRMAN: It is necessary to have a place for storing submarine cables in the Colony. The only alternative is to lay them at the bottom of the harbour where they are liable to damage from the shipping and to theft. The cables are too valuable to take this risk.

Approved.

SECRET SERVICE.

The Governor recommended the Council to vote a sum of \$10,000 in aid of the vote Police Department, other charges, secret service.

The CHAIRMAN: The vote in the estimates is \$8,000. The monthly payment so far has been \$1,500 and there appears to be no reason to anticipate a reduction. The additional \$10,000 is estimated as sufficient to cover the expenditure to the end of the year.

Approved.

BRITISH EMPIRE EXHIBITION.

The Governor recommended the Council to vote a sum of \$25,000 in aid of the vote miscellaneous services, British Empire Exhibition.

The CHAIRMAN: This is the Government grant this year to the British Empire Exhibition.

Approved.

RIVER COLLISION.

MARINE COURT OF ENQUIRY'S FINDING.

A Marine Court of Enquiry was held at the Harbour Office yesterday to enquire into the circumstances attending the collision between the *s.s. Fatshan* and the *s.s. Hang Cheong* in the Canton River, on June 4th.

The composition of the Court was as under.—Lieut.-Commander G. F. Hole, R.N., Harbour Master (President), Lieut.-Commander C. R. Harvey, R.N., (Chart Depot), Captain P. Going (Master of the *s.s. Charter Hardman*), Captain H. Walker (Master of the *s.s. Kwong Tung*) and Mr. T. Croft.

Mr. G. K. Hall Brutton appeared for the owners of the *Hang Cheong* and Mr. D. J. Lewis represented the owners of the *Fatshan*.

An agreement between masters concerning the overtaking of vessels on the Canton River was put in by Mr. D. J. Lewis.

The evidence given by Captain J. Ritchie (master of the *Fatshan*) and Chief Officer Dickinson and the pilot of the *Fatshan* was to the effect that the *Fatshan* was about 1,000 feet away when she signalled the *Hang Cheong* that she wished to pass. The *Hang Cheong* replied and both vessel sheered off to their respective sides of the river. The *Hang Cheong* was over 300 feet away when the vessels were abreast. Captain Ritchie said that the *Hang Cheong* must have struck ground, because she suddenly swerved out and came stem on towards the *Fatshan*, striking her at an angle of about 40 degrees and carried away about thirty feet of rail and a stanchion.

The Master of the *Hang Cheong* (Captain A. Jenkins) said that the *Fatshan* was close to his starboard quarter, 30 or 40 feet away when she signalled that she wished to pass. As the *Fatshan* was passing, he found that his vessel was not answering the helm and though he put his port engine full astern, and drove at half-speed, he was unable to prevent her being pulled into the side of the *Fatshan*.

RISK OF SUCTION.

In cross-examination by Mr. Lewis, Captain Jenkins said that he was aware of the risk of the suction, but thought it was quite safe to allow the *Fatshan* to pass.

Captain Jenkins attributed the cause of the collision to the suction caused by the *Fatshan* as the larger vessel, overtaking the *Hang Cheong* in the Mainland Passage of the river, and said this suction caused the bows of his vessel to be drawn into the *Fatshan*. He maintained that the *Fatshan* was not more than 35 feet away at the time.

On this latter point, Captain Ritchie, the Chief Officer and Pilot of the *Fatshan* disagreed, they stating that when the two ships came abreast there was 350 feet between them.

Mr. Lewis suggested on behalf of the Master of the *Fatshan* that the *Hang Cheong* had got into the shallows and had sheered into the *Fatshan*.

In cross-examination, Captain Ritchie, his Chief Officer and Pilot maintained that there was anything from 800 to 1,000 feet between the *Fatshan* and the *Hang Cheong* when the former signalled that she wished to pass the latter vessel, but Captain Jenkins maintained that the *Fatshan* at the time of signalling was close under his starboard quarter.

As regarded the time that elapsed between the signal given by the *Fatshan* and the collision, Captain Ritchie said that it was two minutes (from 5.23 to 5.30), but Chief Officer Dickinson of the *Fatshan* stated that it was from 5.15 to 5.30.

The President of the Court pointed out to Captain Ritchie that his time was impossible having regard to the distance between the two boats as he had given it.

Captain Ritchie held that the *Hang Cheong* struck his boat stern on at an angle of 40 degrees and Captain Jenkins said that it was a glancing blow and that the *Hang Cheong* struck the *Fatshan* with the starboard stem of her bow.

Cross-examining Captain Jenkins, the President asked: "If you had allowed the *Fatshan* to pass you in the wider or main channel do you consider there would have been less risk of collision than by allowing her to pass in the 200 feet channel?"—Captain Jenkins: No.

(Continued on next Column).

MINORITY PLEA.

BANK SUES YOUNG MERCHANT.

At the Supreme Court yesterday before Sir Henry Gollan (the Chief Justice), the Commercial Bank, Ltd., York Buildings, made a claim against a Chinese, Chan Ping Shan. The claim was for \$10,000, under a letter of guarantee which he and two others were stated to have signed when they opened an account. The defence claimed that as defendant had not attained his majority on the date when he signed the guarantee, he was therefore not liable under it.

Mr. C. G. Alabaster, K.C. (instructed by Messrs. Wilkinson & Grist) appeared for the plaintiff bank, and Mr. F. C. Jenkin (instructed by Messrs. Deacon) was for the defence.

The Bank had originally sued Chan Ping Shan, Fook Cheong and Chan Liu Chia, merchants, of 50, Des Voeux Road Central, for \$17,324.83 being principal and interest due on an overdraft of their joint current account which had been opened in June, 1921. Judgment by consent was entered against Fook Cheong and Chan Liu Chia, but Chan Ping Shan held that he was authorized to sign cheques owing to his being manager. He was, however, not a partner and therefore he was in no way liable. The bank then sued him for \$10,000 under a letter of guarantee which he had signed when the account was opened in October, 1921. Defendant denied this indebtedness and held that the bank had already had judgment against the firm. He further pleaded that he was twenty-one in July, 1923, and was therefore a junior when he signed the guarantee.

T. H. Mui, manager of the Bank, in answer to Mr. Jenkin, said he began at the plaintiff bank as sub-manager in 1920, that being his first experience in a bank as he came there from the University of Chicago. When this account was opened he had six months' experience and it was at this time he was made manager. Asked what he considered was a joint account he said it was one opened in the name of a firm in which all the partners were individual accountants. He considered Chan Ping Shan a partner in the firm because he was the son of his (witness') adopted father, and it was according to Chinese custom.

The case was adjourned until this morning.

Asked the breadth of the Mainland Passage, where the two boats passed and that of the main river, Captain Jenkins said he thought the former was about 200 feet wide and the latter about 300 to 400 feet.

The President: Did you consider that when you gave permission for the *Fatshan* to pass in the narrow channel it was absolutely safe?—Captain Jenkins: Yes.

In fact there was no risk?—I considered there was no risk.

You say you were expecting the suction?—Yes.

Questioned regarding the beam of the two vessels, Captain Jenkins said the *Fatshan* had about a fifty foot beam and his vessel had a beam of 25 feet.

The President interposed that the beam of the *Fatshan* was actually 54 feet.

Captain Ritchie, recalled and questioned by the President, said that his reasons for asking permission to pass the *Hang Cheong* where he did instead of waiting to get to the wider channel, was that he had to get to the Canton berth before the *Hang Cheong* and as the *Tung On* was ahead of him he, therefore, wanted to pass as soon as possible. He considered there was plenty of room to pass where he did.

FINDING OF COURT.

The Court then adjourned to consider its finding.

On returning, the President read the finding of the Court which was as follows:—

"We find that on June 4th, 1923, about 5.30 p.m. the *s.s. Hang Cheong* came into collision with the *s.s. Fatshan* in the Western end of the Mainland Channel in the Canton River, owing to suction caused by the *Fatshan* passing the *Hang Cheong*."

We find that Mr. Robert H. Ritchie (Master of the *s.s. Fatshan*) was to blame in that he asked permission from the *Hang Cheong* to pass in the Mainland Channel, instead of waiting until both ships had arrived in the main river. We also find that Mr. Alexander Jenkins (Master of the *s.s. Hang Cheong*) is equally to blame in that he consented to the same and we adjudge that both these officers be cautioned."

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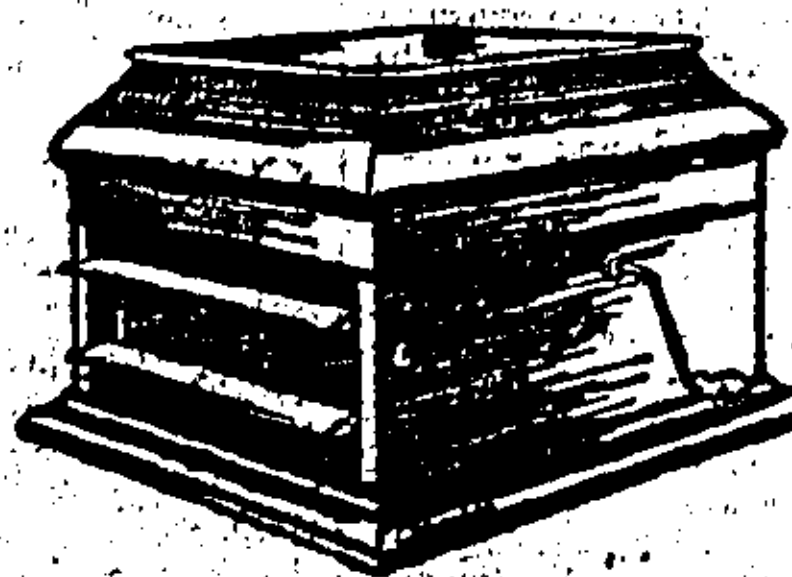
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PEDDER STREET.



SITUATION IN THE NORTH.

PEKING DEMONSTRATORS DEMAND CHINA SEVERE RELATIONS WITH BRITAIN.

JAPANESE MINISTER'S NOTE OF WARNING.

CHINESE MERCHANTS IN SHANGHAI SHOWING IMPATIENCE AT TRADE DEADLOCK.

(THROUGH REUTER'S AGENCY.)

PEKING, June 15th.

The largest demonstration in Peking since the crisis began, met this afternoon at Tien An Men, consisting of students, merchants, shopkeepers and workmen. They paraded to the Waichiao-pu with the object of demanding that the Government should sever relations with Britain and instruct General Hsiao Yao Nan to send troops to take back the Hankow Concession from the British.

It is understood that Mr. Shen Jui Lin (Foreign Minister) returned to his duties to-day.

CABINET MEETS.

The Cabinet and local Authorities held a long meeting to-day, to discuss measures for the protection of foreigners in China.

There is no confirmation of the Chinese report regarding Kaifeng, but letters from Kaifeng, dated June 15th, state that the situation is most serious and that most foreigners are leaving the city.

BRITISH NOTE TO PEKING.

PEKING, June 15th.

The British Note, in reply to the Chinese Note regarding the Hankow riots, points out the inaccuracies therein and states the facts during the riots. From which, it will be seen that the Volunteers showed great restraint and refrained from firing even when the mob charged almost on the points of the bayonets.

The Note says that the foreigners were defending their lives against a murderous mob and does not admit the responsibility of the British Authorities, who were unable to obtain prompt protection from the Chinese Authorities and were obliged to act for themselves.

The Note reminds the Government of the repeated warnings of the responsibility China incurs by allowing the present anti-British agitation to proceed unchecked. It refers to the dissemination of pamphlets, giving the most mendacious accounts of the happenings. It concludes that these enemies are most dangerous for peoples whose disposition is uncertain. One explosion may be followed by others with deplorable results.

JAPAN SENDS NOTE.

PEKING, June 15th.

The Japanese Legation, on June 12th, sent a Note to the Waichiao-pu, drawing attention to the Hankow affair; and requesting that steps be taken to prevent any repetition.

The Eastern News Agency says that the Note warns the Chinese Government that the unhappy incidents such as the Hankow riots, which are occurring in various parts of the country, are deplorable not only for the victimised Powers but also for China herself. Therefore, it is devoutly hoped that the Chinese Government as well as the local Chinese Authorities will exert all their powers to exercise vigorous control and maintain peace and order in the country. Finally the Note says: "Japan reserves the right to demand in future from China payment of indemnity for the loss of lives and property of Japanese residents in Hankow after full investigations have been completed."

SINO-FOREIGN DISCUSSIONS.

SHANGHAI, June 15th.

The situation in the Settlement is easier, owing to Sino-Foreign official discussions. The shipping situation is unchanged. The majority of Chinese clients will meet their obligations at the Dragon Festival (June 24th).

Other important Chinese business men are beginning to show impatience at the trade deadlock and are daily discussing the situation with their Foreign friends.

JAPANESE ARE PREPARED.

Tokyo, June 15th.

The Navy Department announces that a destroyer flotilla has been ordered to be in readiness to proceed to the Yangtze from Sasebo.

WARNING TO RIOTERS.

SHANGHAI, June 15th.

General Liu Chu Lung, whose Hupeh forces have arrived here to strengthen the Concession Chinese guard, issued to-day hand-written proclamations to the native city and the British Concession, stating that, pending the result of the Central Government's Shanghai investigation, quietness must be maintained here. He adds that if anti-foreign disturbances continue, the result will be a repetition of the Ken-Tze Year (Boxer trouble) and Allied troops will be landed.

MONEY FROM MOSCOW.

Moscow, June 14th.

According to the Rosta news agency, money collections are being made in several Russian towns for the Chinese strikes and the families of those killed in the rioting.

The general council of the Soviet trade unions has increased its contribution to a hundred thousand roubles. Individual Soviet trade unions have subscribed from five thousand to twenty thousand roubles each.

(FROM THE "DAILY BULLETIN.")

FENG YU HSIANG'S BOAST.

PEKING, June 14th.

The Christian General, Feng Yu Hsiang, interviewed in the *Ching Pao*, declared that in the case of hostilities against Great Britain, he would be the first in the field.

Feng Yu Hsiang said that China need not fear England, which had a big navy, but only a small army.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

'QUAKE IN FORMOSA.

SERIES OF SHOCKS CAUSE MUCH DAMAGE.

Tokyo, June 15th.

Despatches from Karento, Formosa, report a series of earthquakes on Sunday, causing extensive damage to buildings. There were, however, no casualties.

RECKLESS DRIVING CHARGE.

YOUNG AMERICAN APPEARS ON REMAND.

At the Central Magistracy yesterday, before Mr. S. B. B. McElderry, Mr. Werschul, a young American flour broker, appeared charged on remand on four counts consequent on a motor accident at Repulse Bay on June 12th when an Indian watchman was knocked down and severely injured.

At the last hearing the charges preferred against him were: driving without a proper licence, driving whilst in an intoxicated condition, driving in a wanton and reckless manner, and causing grievous bodily harm to an Indian watchman.

At yesterday's hearing the prosecution offered two further charges and mentioned that two witnesses would be necessary as there were ten witnesses.

The case was fixed for hearing on Thursday and Friday. Mr. M. H. Turner is appearing for the defence.

POLICE COURT ITEMS.

Four Filipinos were each sentenced to four days' imprisonment by Mr. E. W. Hamilton yesterday, for having stowed away on the s.s. *President Jackson*. They will be sent back to Manila on completion of the sentence.

A Chinese boy, who was charged at the Central Magistracy yesterday with petty larceny, stated that he had been a soldier in General Yang Hai Min's army (the Yunnanese Commander-in-Chief) but that, "he bolted when he heard the big cannon go off."

Sentence of three months' imprisonment with hard labour was passed on an Indian constable, charged at the Central Magistracy in connection with accepting "squeeze" from a hawker at Stanton Street. The defendant was caught in possession of thirty cents in his pocket by Sergeant Nolloth, who had been detailed to watch developments, following a complaint made by the hawker at Police Headquarters.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

TRADE RETURNS.

FIGURES REFLECT ANTICIPATION OF BUDGET DUTIES.

LONDON, June 15th.

Considerable anticipations of the budget duty are reflected in the Trade Returns for last month, imports of silk goods totalling fourteen million yards, contrasted with 8½ millions in April. Goods under the category of the McKenna duties—excluding motor-cars—totalled one million sterling, compared to £50,000 for the previous month (April).

DUNLOP DEBENTURES.

PROCEEDS OF SALE TO REDEEM FORMER ISSUE.

LONDON, June 15th.

The proceeds from the sale of the Dunlop debentures just issued, will principally be devoted to redeeming higher interest-bearing debentures shortly maturing. Holders of these will have the first option on the new issue.

ARMS CONFERENCE.

PERSIAN DELEGATE WITHDRAWS FROM GENEVA.

GENEVA, June 15th.

General Habibullah, Persian Delegate, withdrew from the Arms Conference, owing to the adoption of the articles dealing with supervision of the Persian Gulf and Sea of Oman.

The articles Persia considers as derogatory to her sovereign rights and dignity.

BELGIAN POLITICS.

THE KING MAKES EFFORT TO SOLVE CRISIS.

BRUSSELS, June 15th.

In an effort to solve the crisis, which has deprived the country of a Cabinet for nearly three months, the King summoned a conference of the Catholic leader, Van de Vyver, the Socialist, Van der Velde, and the Liberal, Masson. He urged the necessity of subordination of party considerations to the need of forming a stable Government.

EARLIER CABLES.

VISCOUNT ALLENBY.

HIGH COMMISSIONER BIDS FAREWELL TO EGYPT.

CAIRO, June 14th.

Following a fortnight's unparalleled affectionate farewell functions, Viscount and Viscountess Allenby had a most impressive send-off amidst rousing cheers from a large distinguished and cosmopolitan gathering when they left for home at the end of his period of office as High Commissioner of Egypt.

COURT-MARTIAL AT SOFIA.

FURTHER HEAVY SENTENCES FOR CONSPIRATORS.

SOFIA, June 14th.

In addition to the death sentences on Miltenoff and eight others, the court-martial sentenced the conspirator Pentcheff and Loutcheff to eight and four years' imprisonment, respectively, for concealing ammunition in their houses. Groudf, another accused, was fined 2,000 leva on the charge of wrongfully appropriating articles belonging to the State.

CAMPAIGN IN MOROCCO.

STATEMENT BY THE FRENCH PREMIER.

RABAT, June 14th.

Premier Painlevé has left for home on board an aeroplane.

Before his departure, Premier Painlevé issued a statement in which he emphasised the soundness of the French military position, and announcing his intention to send out tanks and to reinforce the air force.

Premier Painlevé admitted that the enemy were pugnacious mountaineers ready for any sort of coup, but that they possess few guns and only a few machine-guns.

DAVIS CUP TENNIS.

HOLLAND MEETS INDIA IN SEMI-FINALS.

NOORDWYK, June 14th.

By defeating Sweden by five matches to nil, Holland now meets India in the semi-finals of the European zone section of the Davis Cup tennis tournament.

AUSTRIA DEFEATED.

VIENNA, June 14th.

In the second round of the Davis Cup, India beat Austria by three matches to nil.

THE FRENCH DERBY.

PARIS, June 14th.

The French Derby resulted as follows:—

Belfonde	1
Pichoury	2
The Sirdar	3

Donoghue rode Coram, which was among the "also runs."

EARLIER CABLES.

(REUTER'S AMERICAN SERVICE.)

"INSULT" TO MEXICO.

PRESIDENT CALLES IN REPLY TO MR. KELLOGG.

WASHINGTON, June 14th.

A slight stir in the America-Mexican dovecot was created by the recent statement by Mr. Kellogg, Secretary of State, to the effect that Washington would support Mexico only so long as the latter protected American lives and rights and complied with her international obligations.

REPLY FROM MEXICO.

President Calles, through the Embassy, replied to-day, characterising the passage in Mr. Kellogg's speech as an insult, adding that Mexico would not tolerate any foreign country intervening in her domestic affairs, and that she was not disposed to subordinate her international relations to the exigencies of another country.

LATEST CABLES.

AN OFFICIAL VIEW.

WASHINGTON, June 15th.

Although the statement of President Calles, like that of Secretary Kellogg, was directed to the Press and the statements, therefore, are not an exchange between the two Governments, some officials are astonished at President Calles using the words "insult" and "threat to the sovereignty of Mexico."

Although it is recalled that Mr. Kellogg's statement was uncommonly blunt, behind Mr. Kellogg's statement lies a wealth of information in regard to the conduct of Mexican affairs, including the seizure of American property by so-called Agrarians.

COLONY'S RATEABLE VALUE.

PRACTICALLY DOUBLED IN TEN YEARS.

The new valuation for the whole Colony, which has been made for the year 1925-26, increases the rateable value from \$2,147,051 to \$2,787,882 an addition of \$5,139,811 or 23.80 per cent.

The valuation of the City of Victoria in 1924-25 was \$10,729,945. This year it is \$19,814,584, showing an increase of \$2,884,639 or 17.94 per cent.

There have also been increases of over half a million dollars in Yau-mat, \$300,000 at Kowloon Point and half a million at Mongkoktsai.

The number of tenements reported to be vacant averaged about 185 monthly as compared with 104 the previous year.

A TEN YEARS' RECORD.

The following comparative statement shows the rateable value of the Colony of Hongkong, in each of the ten years from 1916-1917 to 1925-1926 inclusive:—

Year.	Rateable Value.
1916-17	\$14,282,188
1917-18	14,410,153
1918-19	15,638,730
1919-20	16,304,601
1920-21	17,408,850
1921-22	18,694,860
1922-23	19,805,393
1923-24	21,059,700
1924-25	22,147,361
1925-26	27,887,882

In the ten years 1916-1917 to 1925-1926 the rateable value of the Colony has increased by \$13,005,676 or 91.06 per cent.

HONGKONG FIRE BRIGADE.

REPORT ON LAST YEAR'S WORK.

The cost of the Fire Brigade for the year 1924 was \$109,570.00 as compared with \$138,780.00 in 1923 and \$177,700 in 1922. Special Expenditure amounting to \$40,187.00 is included. This heading comprises the addition of one First Aid Fire-Tender and other equipment.

NEW FIRE FLOAT.

Tenders were called for the new Fire float referred to in the 1923 report and construction commenced late in 1924. The accepted tender amounting to \$170,000.00 calls for delivery of this float, which is provided with a goitre telescopic tower fitted with a powerful motor, within 9 months. There are two monitors capable of delivering 2,000 gallons per minute each. The increasing number of fires in the harbour added to those on shore near the water front shows the wisdom of making this further provision for ships and water front fires.

NEW CENTRAL FIRE STATION.

During the early part of the year the steel framework of the building was completed. A regrettable delay in starting work on the superstructure followed and the actual contract for completing the building was not let until September last. However the new contractors Messrs. Trollope and Colls have got to work with commendable energy and it is anticipated that the structure should be near completion by the end of 1925.

RECRUITS.

The difficulty of obtaining suitable recruits and of retaining men after completing their training continued throughout the year. However there is now a fair prospect of obtaining all the men required. On completing their training they enter into an agreement to serve for 3 years. This arrangement should considerably reduce the number of resignations. The firemen recruited shortly after the reorganization of the Brigade have now reached a high state of efficiency as two demonstrations given during the year showed. The provision of a Challenge Cup for the best Motor, Escape team and other prizes has proved a most useful incentive to increased efficiency. The thanks of the Brigade are due to those firms which have contributed so generously to the Prize Fund.

SUB-OFFICERS.

The appointment in 1924 of four native Sub-Officers with a good knowledge of English has proved a step in the right direction and a great improvement on the old interpreters who had no knowledge of fire fighting, and fully justifies the further provision of such officers in the 1925 Estimates.

MOTOR DRIVERS SCHOOL.

The question of providing an adequate number of competent drivers has been satisfactorily settled by the provision, rather in the nature of an experiment in 1923, of a Fire Brigade Motor Drivers School under the direct supervision of the Superintendent of the Brigade and the Chief Motor Mechanic, Kowloon-Canton Railway. This school successfully turned out 9 drivers during the year fully competent to take charge of the powerful Fire Brigade pumps and other appliances and it may now be regarded as a permanent institution in the Brigade. All drivers trained in this School are under agreement with the Brigade for 5 years on an incremental scale of pay.

FIRES AND LOSS OF LIFE.

The actual number of fires, though less than in 1923, show a serious fire in 1924 as against 3 in 1923, several unfortunately attended by serious loss of life. The loss of one fireman, who was killed when the verandah of No. 101 Queen's Road West, collapsed during a fire on these premises is greatly regretted.

At the Central Magistracy yesterday, before Mr. S. B. B. McElderry, a licensed motor-car driver was charged in connection with the accident that occurred on Friday night in Des Vaux Road Central, when an old man, a woman and a child were injured and taken to the Government Civil Hospital, where they are at present. The man was charged with reckless driving and was remanded for one week.



REGULAR PORTWINE SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	ESTIMATED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	BATAVIA	In Port	17th June	SHANGHAI
TJIKEMBAR	JAVA via M'BAR	18th "	18th "	YOKOHAMA
TJIKEMBAR	JAPAN via	17th June	18th "	BATAVIA
TJILATJAP	SOERABAYA	19th "	20th "	MAKASSAR & SOERABAYA
TJISALAK	SHANGHAI	21st "	23rd "	BATAVIA
TJIKINI	SOERABAYA	24th "	26th "	SHANGHAI & DALRY
TJIKEMBANG	MAKASSAR	24th "	26th "	BATAVIA
TJIKEMBAR	SHANGHAI	24th "	26th "	BATAVIA
TJIKEMBAR	JAVA via K'UNG	24th "	26th "	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

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JAVA-CHINA-JAPAN LIJN.

THE EAST ASIATIC CO., LTD.

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The M/S. "AFRIKA"
will be loading for MARSEILLES, VALENCIA, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or About 25th June, 1925.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Malaya"	in port	20th July
M/S. "Tongking"	15th July	"
M/S. "Australia"	20th August	"
M/S. "Asia"	25th September	"

Subject to change without notice.

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Agents.

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"TOP NOTCH"
"KING GEORGE IV"
Scotch Whisky

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The Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this Port at 4 p.m. on WEDNESDAY, the 17th June, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to:-
MACKENNON, MACKENZIE & CO.,
Agents.
Hongkong, 10th June, 1925. [2228]

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON & STRAIT.

The Steamship "BENBROCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to Bond.

All Claims against the Steamer must be presented to the Undersigned on or before 30th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by:
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 13th June, 1925. [2230]

IN SICILY. THE GERMANS ON HOLIDAY.

Entzueckend!
Herzlich!
Wunderbar!

The peerless beauty spots of Sicily ring to-day with the guttural accent of the German tourist, writes Valentine Williams in the *Daily Mail*. Germans of all classes, and not of the *Schleier*, the profiteer, type alone, as in the first years after the war, have allowed themselves the luxury of the long and expensive journey from Germany and have descended in a swarm upon the island.

In the great hotels, as in the cheap pensions, the Germans outnumber the visitors of all other nationalities; they have swamped the accommodation of the *travels de luxe* to Naples and Rome for the homeward journey; and for their tours about the island many of them engage private cars. American friends of mine declined to hire a car to travel the 200 odd miles from Palermo to Taormina because they found the price demanded, 2,000 lire, about £17 10s., excessive; but the Germans pay this price all the time.

I cannot imagine why those well-intentioned folk who are appealing for funds to feed the hungry Germans do not send their collecting cards to Sicily, where the real money is, instead of rattling their boxes among hungry Britons at home. I could take them into one of two restaurants here or in Palermo and let them hear a feed-the-German drive in full swing.

With most of the German tourists in the big hotels, so the hotel folk assure me, money is absolutely no object. They demand the best accommodation—rooms with private bath, balcony, sea view; and since they pay without discussion, not unnaturally they get it. They stint themselves of nothing; in fact, that bugbear of hotel-keepers, the pre-war German tourist, who took the cheapest room and spent nothing further in the hotel, is a thing of the past.

AMAZING CLOTHES.

In fairness to our late enemies, it should be remarked that the public behaviour of the travelling German has greatly improved. The German, I know, are highly sensitive on the subject of the repute which their war methods gained them in the eyes of the civilised world; and those whom I have encountered since the armistice, particularly this spring in Sicily, keep themselves strictly to themselves.

One is therefore spared the tiresome practice of the travelling German of thrusting his acquaintanceship upon all and sundry in order to improve his knowledge of foreign tongues; and most of the insufferable and provocative German bores have evaporated. The restaurant manners of some of these wealthy German tourists are rather hard to bear, until one has accustomed oneself to the sight of assiduous tooth-pick 'drill' between the courses; and the way in which at one place a German honeymoon couple pawed each other about in public did more credit to their affection than to their discretion.

The German taste in dress remains extraordinary. I cannot find that obese men, crammed into skin-tight Palm Beach suits, with shaven heads lined with pink creases at the back, or stout women, arrayed in screaming plaid, with skirts short enough to display a monstrous calf bursting out of the most expensive of silk stockings, add anything to the beauty of the Sicilian scene. Nor, it is said, do these Germans of less modern ideas who push their discretion in dress to the point of travelling, the men in bowler hats and morning-coat suits, and the women in satin or even plush.

But do not suppose that it is Germany's rich only who are thronging Sicily this spring. The German tourists seem to be of all social levels, many quite obviously belonging to the professional and student classes, who, we are constantly assured, are starving. I don't know where they have got the money to treat themselves to this long trip from home, but here they are, with the *Rundreise* tickets, crowding the cheap boarding-houses and filling the second class in the trains. In all the tourist centres of Sicily, too, you come across bands of young German men and girls, rucksack on back, browned by the sun, on walking tours.

PLENTY OF MONEY.

L'argent est toujours bon is a practical French saying, and in accordance with its teaching, the Italians, willy-nilly, do what is necessary to handle the German invasion. So many of the employees in the large Sicilian hotels speak German and Italian with equal fluency that I can only suppose they come from the former Italian provinces of Austria-Hungary.

Hotel notices and notices in the station, buffets are in German as well as French, English, and Italian; while here in Taormina the Casino posters, and many announcements in the shops, are in the four languages. In Taormina and other tourist resorts many of the shops are kept by Germans, who come from Germany for the season only, to sell picture postcards, photographs, antiques and bric-a-brac.

Whatever their station one thing is evident about all these German tourists, and that is that everyone, according to his mode of life, is abundantly provided with money for his holiday. The Germans go for excursions to drive out in carriages, to the Casino and the *thé dansant*, and for a night at the *aperté* hour at the *café* and bar. And almost all have cameras, admirable German cameras, many of the most elaborate description, with which they snapshot continuously.

(Continued on next Column).

WEATHER REPORT.

June 15th at 1835.—Pressure had decreased moderately at Tokio and slightly over N. Japan and at Chefoo. It has increased slightly elsewhere.

A weak anticyclone is central over the lower Yangtze Valley.

Depressions are situated over N.E. China and central Japan.

There is a small area of relatively low pressure in the southern part of the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 19 hours, June 15th 0.04 inch. Total since January 1st, 27.51 inches, against an average of 31.13 inches.

The forecast for the 24 hours ending at 18 hours, June 16th is as follows:—

Forecast: F. or variable winds, moderate; cloudy showery.

South coast of China between Hongkong and Lamook: do.

South coast of China between Hongkong and Hainan: do.

HONGKONG TIDE TABLE.

From June 16th to 22nd, 1925.

Day of Week	Days of Month	HIGH WATER.			LOW WATER.		
		H'kong Standard Time	Height	ft. in.	H'kong Standard Time	Height	ft. in.
Tues.	16	6 23	5	4	1 02	2	8
Wed.	17	6 33	4	8	1 07	2	9
Thur.	18	6 31	4	5	1 21	2	9
Fri.	19	6 20	6	2	1 40	2	4
Satur.	20	6 25	4	3	2 08	1	7
Sun.	21	6 14	4	2	2 49	1	2
Mon.	22	6 03	4	0	3 25	0	7
		6 44	3	9	2 14	0	8
		6 14	7	0	2 46	0	7
		11 34	3	8	4 44	0	7

CINEMA NOTES.

QUEEN'S THEATRE.

As the hero of a circus, Jackie Coogan, a bareback riding clown, is the envy of all small boys this week in his new First National picture, "Circus Days," showing for the last time to-day at the Queen's Theatre. Incidentally, Jackie got just as much fun out of his rôle as any real boy, given a similar opportunity, might be expected to enjoy.

He has the stellar rôle of Toby Tylery, who runs away from the farm of an overbearing uncle and obtains a job as a circus peacock salesman. Toby's big chance comes when Jeannette, tiny equestrian star, sprains her ankle. He substitutes for her. To the surprise of everyone, including himself, he makes a great hit, though not in the way he meant. He becomes the star clown of the show, his fortune is made, and little Jeannette looks upon him with admiring eyes.

There are no French, and few British, tourists of this class in Sicily. It is to be supposed that they cannot afford the fare. No sensible person begrudges the Germans their Italian vacations; but their invasion of Sicily should silence the stories of German penny which prevents our late enemies from paying their debts. There is no national *amour propre* left in Germany, so it is probably too much to expect that these people, who can afford to go touring in Italy, should object to foreigners pauperising their nation by feeding their children.

As an Italian said to me: "Why didn't we lose the war?"

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.		
KORE via AMOY & MOJI	"HOSANG"	Wednesday, 17th June	7 a.m.
BANGKOK	"CHAKRANG"	Wednesday, 17th June	Noon
SANDAKAN	"HINANG"	Saturday, 20th June	Noon
KORE via AMOY & MOJI	"POOKSANG"	Tuesday, 23rd June	7 a.m.
BANGKOK via SWATOW	"YATSHING"	Tuesday, 23rd June	Noon
TIENTSIN	"CHEONGSHING"	Thursday, 25th June	Noon
STRAITS & CALOUTTA	"KUTSANG"	Friday, 26th June	3 p.m.
SANDAKAN	"MAUSANG"	Monday, 29th July	Noon
STRAITS & CALOUTTA	"HOSANG"	Saturday, 18th July	3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALOUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY FROM SINGAPORE
HONGKONG—HAIKONG LINE	EVERY SUNDAY FROM SINGAPORE
HONGKONG—BORNEO LINE	EVERY TEN DAYS
HONGKONG—TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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Vessel	Days Hongkong	Vessel	Leaves Hongkong	Days
"GLENSHIRE"	25th June	"GLENBEE"	27th June	
"GLENBROOKSHIRE"	28th July	"GLENBEE"	28th July	
"GLENLIVER"	28th Aug.	"GLENBEE"	28th July	
"GLENCOLE"	28th Aug.	"GLENBEE"	28th July	
"GLENAMOY"	28th Aug.	"GLENBEE"	28th July	

Movements are subject to change without notice.

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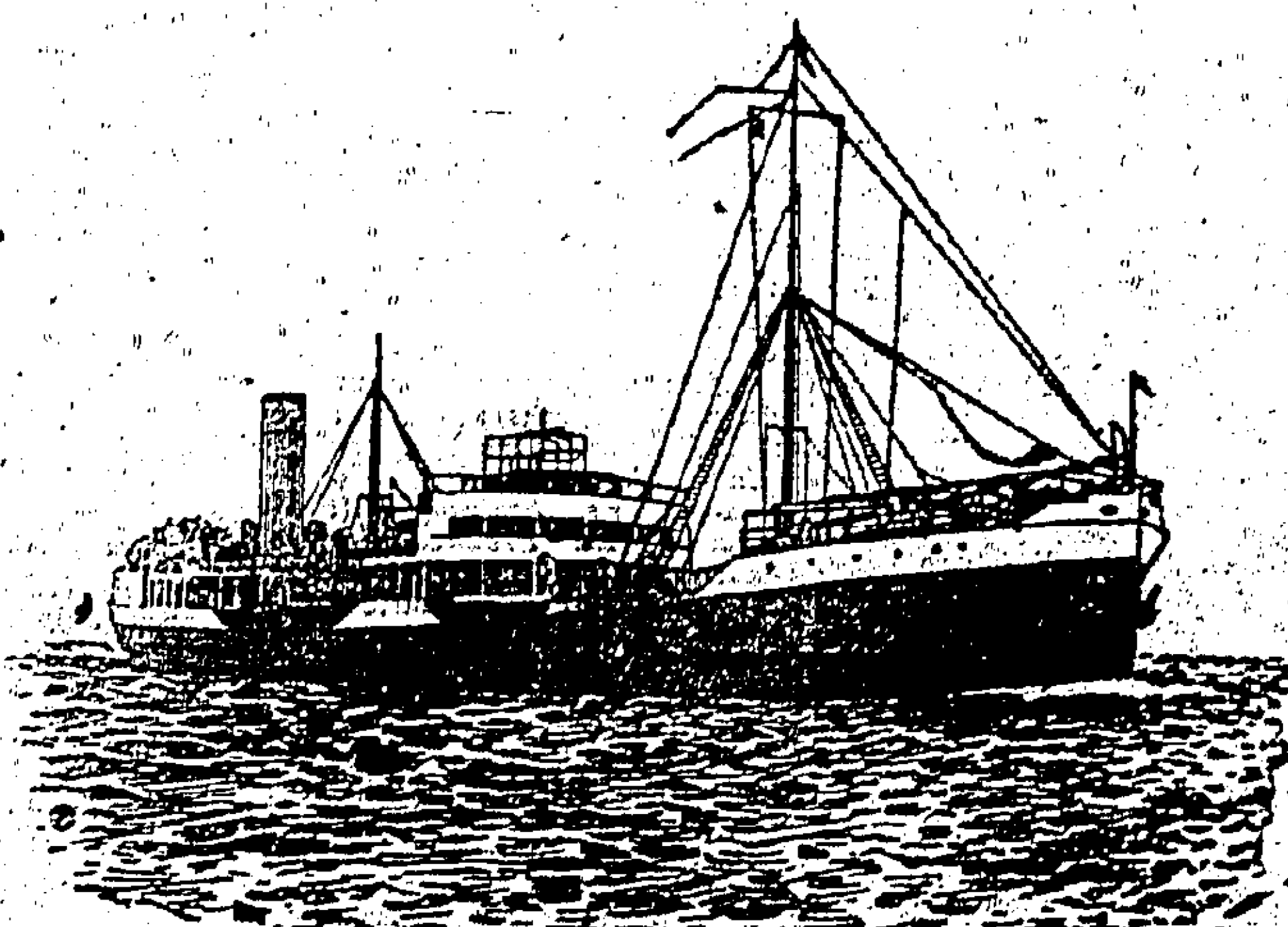
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NEW YORK & BOSTON
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NEW YORK & BOSTON & BALTIMORE
BARCELONA, VALENCIA ANTWERP ROTTERDAM, &c.
BOSTON, NEW YORK & BALTIMORE via SUEZ
BOSTON, NEW YORK & BALTIMORE via SUEZ	...	...	...
VICTORIA & VANCOUVER via B.U. via SHANGHAI, &c.	...	...	...
VICTORIA & SEATTLE & VANCOUVER via J. PORTS.	...	...	...
VICTORIA, VANCOUVER & SEATTLE	...	...	...
SEATTLE & VICTORIA, via SHANGHAI, KOBE & YOKOHAMA	...	...	...
MARSHALLS & LONDON	...	...	...
MARSHALLS, &c.	...	...	...
MARSHALLS, &c.	...	...	...
CHARLES, LONDON, ANTWERP via SINGAPORE, &c.	...	...	...
HAYRE, LONDON, ROMAN & HAMBURG	...	...	...
GENOA, HAYRE, LIVERPOOL & GLASGOW	...	...	...
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN,	...	...	...
GENOA, MARSHALLS, ROTTERDAM, HAMBURG, &c.	...	...	...
MARSHALLS, LONDON, ROTTERDAM, HAMBURG, &c.	...	...	...
LONDON, ROTTERDAM, HAMBURG, &c.	...	...	...
GENOA, ANTWERP, ROTTERDAM, HAMBURG & BAZEL	...	...	...
BOMBAY via SINGAPORE & COLOMBO	...	...	...
SEATTLE & CALCUTTA	...	...	...
SINGAPORE PENANG & CALCUTTA	...	...	...
SINGAPORE & BOMBAY	...	...	...
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	...	...	...
SINGAPORE & BELLARUE	...	...	...
BOMBAY & ADEN & TRIPOLI	...	...	...
WINDHAEV & TRINIDAD	...	...	...
SANDAKAN	...	...	...
AUSTRALIAN PORTS via MANILA	...	...	...
AUSTRALIAN PORTS	...	...	...
AUSTRALIAN PORTS	...	...	...
SHANGHAI, KOBE & YOKOHAMA	...	...	...
ELONG	...	...	...
SHANGHAI & KOBE	...	...	...
SHANGHAI, MOI, KOBE & YOKOHAMA	...	...	...
SHANGHAI, MOI, & KOBE	...	...	...
YOKOHAMA, SHANGHAI, KOBE & MOI	...	...	...
SHANGHAI & JAPAN	...	...	...
SHANGHAI	...	...	...
MOI, KOBE & YOKOHAMA	...	...	...
MOI, KOBE & YOKOHAMA	...	...	...
TIENSHIN	...	...	...
BATAVIA	...	...	...
HAIIPHONG	...	...	...
SWATOW & SINGAPORE	...	...	...
HOBART & BANGKOK	...	...	...
SWATOW, AMOY & FOOSHOW	...	...	...
SWATOW, AMOY & FOOSHOW	...	...	...
MANILA	...	...	...
MANILA	...	...	...
MANILA	...	...	...

SHIPPING NOTES.

The silk which left hereby the P. & O. s.s. *Sardinia* on May 16th (transhipped to s.s. *Moldavia* at Colombo) arrived at Marseilles on June 13th, a transit of 28 days.

The Master of the s.s. *Kalgan* from Bangkok and Swatow reports that one Chinese⁹ passenger died from beri-beri during the voyage.

The following notice to mariners appears in the Harbour Office.—“Shipping is warned that searchlights will be exercised at Stonecutter's and Belcher's between the hours of 7.45 p.m. and 8.45 p.m. on Thursday, June, 18th

"Another notice to Mariners in connection with the approaches to Rangoon and referring to a previous notice issued to Mariners on April 30th, states that:—
"The *Chenna Bakir* Light Vessel showing a fixed white light" was replaced by a "Light Vessel showing" a white flashing light every ten seconds, on May 20th."

Home mails despatched via Siberia and Canada (London May 22nd and May 16th respectively), together with mails from Canada, the U.S.A., Japan and Shanghai, arrived by the s.s. *Empress of Japan* during yesterday afternoon. Delivery of correspondence began shortly after the ship's arrival at the Kowloon Wharf.

Harbour Officer reports showed that for the 24 hours ended 9 a.m. yesterday there were ten arrivals and ten departures, against 20 arrivals and 17 departures for the previous 24 hours. Of the arrivals, one was British, four were Japanese, three Norwegian and two Chinese. The total number of vessels in the Harbour at 9 a.m. yesterday was 90, of which 34 were British.

Mails arriving in "the Colony on Saturday, Sunday and yesterday were brought in as under: From Calcutta and Singapore: s.s. *Ho Sang* (151 bags); Bangkok and Swatow: s.s. *Kulgan*; (2 bags); Ashok and Hoi Hui: s.s. *Yong Yung* (three bags); Hongkong and Swatow: s.s. *Wenow* (2 bags); Hongkong and Swatow: s.s. *Sung Ho* (160 bags); Swatow and Tangung Privok: s.s. *Tjik-baya* (51 bags); Hamburg and Manila: s.s. *Preussen* (three bags); Takao and Swatow: s.s. *Koka Maru* (12 bags); Kwang Chow Wan: s.s. *Mokun* (2 bags); Swatow: s.s. *Hydangun* (2 bags); Pruzan: s.s. *Proumont* (2 bags); Osaka and Moji: s.s. *Tamaya Maru* (16 packages); London and Singapore: s.s. *Kamb Maru* (72 bags).

The following notice to mariners published in the current *Gazette*, issued by the Admiralty under date May 21, 1890, Hongkong Harbour—Leading Line to be expunged from Chart.

Position—Kingsclere House situated close westward of Peak traverse 12 cables southward of Government house.

Lat. 22° 17' N., long. 114° 09'

(approx.)
Details—Kingsclere House, together with the leading line and note at extreme of Kingsclere House, in line of Chimney in Royal Naval Dock, 205° is to be expunged from the Kingsclere House, which is in process of demolition; is also to be removed, the list of conspicuous objects at Hongkong, shown near upper margin of chart.

CHANGE IN SAILING

At 5.00 p.m., Tuesday, June 16th
AND ARRIVE MANILA
At 8.00 a.m., Thursday, June 18th.

At 5.00 p.m., Friday, June 19th
AND ARRIVE
HONGKONG
At 8.00 a.m., Sunday, June 21st.

VESSELS EXPECTED.

Albi Maru (N.Y.K.), due to-morrow.
Antiochus (Blue Funnel), due on or
 about July 6th.
Empress of Canada (C.P.R.), due June
 20th.
Euryptilus (Blue Funnel), due on or
 about July 1st.
Formosa (Swedish East Asiatic), due on
 or about June 30th.
Honolulu, at 5 p.m. on June 19th.
Hakusan Maru (N.Y.K.), due June 19th.
Kamo Maru (N.Y.K.), due to-day.
Meriones (Blue Funnel), due on or about
 June 20th.
Nelius (Blue Funnel), due to-day.
Patroclus (Blue Funnel), due on or about
 June 22nd.
Perseus (Blue Funnel), due on or about
 July 8th.
President McKinley (Admiral Oriental)
 at to-morrow.

Hongkong Observatory, June 15th.			
	Previous Day at 2 p.m.	On Date 6 a.m.	On Date 2 p.m.
Barometer	29.69	29.70	29.70
Temperature	78	77	83
Humidity	91	95	71
Wind Direction	Calm	Calm	E
Force	0	0	3
Weather	Or	Om	0
Rain	1.84	0.00	0.04
Highest open-air Temperature on 14th	... 84		
Lowest open-air Temperature on 15th	... 77		

President Adams (Dollar), due June 21st.

President Cleveland (Dollar), due June 26th.

President Garfield (Dollar), due July 6th.

Tamboo Maru (N.Y.K.), due June 29th.

Western Mail (N.Y.K.), due June 19th.

Operated for UNITED STATES SHIPPING BOARD by
ADMIRAL ORIENTAL LINE, Managing Operators.



Through Bills of Lading rates		To Europe via America G. 3406, G. 3420, G. 3440	
Yokohama	...	Friday,	26th June, at 11 a.m.
IYO MARU	...	Friday,	17th July, at 11 a.m.
SHIDZUKA MARU
MARSEILLES, LONDON & ANTWERP via Singapore Ports.			
HAKURAN MARU	...	Saturday,	20th June, at 11 a.m.
KITANO MARU	...	Saturday,	4th July, at 11 a.m.
HAMBURG via LONDON & ROTTERDAM & Ports.			
MATSUMOTO MARU	...	Friday,	10th July
LIVERPOOL via ADEN & MARSEILLES.			
LYONS MARU	...	Wednesday,	15th July
SYDNEY & MELBOURNE via Manila & Ports.			
TANGO MARU	...	Wednesday,	24th June, at 11 a.m.
AKI MARU	...	Wednesday,	22nd July, at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.			
TATSUNO MARU	...	Thursday,	9th July
BUENOS AIRES via Singapore, Durban & Cape Town.			
KAWACHI MARU	(calls Delagoa Port Elizabeth)	Saturday,	8th July
BOMBAY via Singapore & Colombo.			
TOYOOKA MARU	...	Sunday,	27th June
CALCUTTA via Singapore, Penang & Rangoon.			
YAMAGATA MARU (Omit Calcutta)	...	Tuesday,	16th June
WAKASA MARU	...	Thursday,	18th June
NAGASAKI, KOBE & YOKOHAMA.			
AKI MARU	...	Thursday,	13th June
SHANGHAI, KOBE & YOKOHAMA.			
KAMO MARU	...	Tuesday,	16th June
WASHINGTON MARU	...	Thursday,	18th June
TAMBA MARU	...	Saturday,	20th June
KATORI MARU	...	Tuesday,	30th June
NIPPON YUSEN KAISHA.			

For further information, apply to—
 Telegraphic Circular Nos. 992, 993 & 9429
 S. KINOSHITA, Manager. 3

(ROYAL PACKET NAVIGATION CO. CN. BATAVIA).

18th June, 1925.
For SINGAPORE, PENANG and BELAWAN-DELI DIRECT.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services
to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.
 1874. YORK BUILDING, CHATER ROAD.

GOTHENBURG.

Regular Freight Service for
BARCELONA, VALENCIA, AMSTERDAM, HAMBURG.
COPENHAGEN, GÖTHENBURG and Other
SCANDINAVIAN PORTS.

SCANDINAVIAN PORTS.				WILL LEAVE ON OR ABOUT.
M.V. "FORMOSA"	...	...	...	25th July
M.V. "CANTON"	...	...	...	20th August

Subject to change without Notice.

GILMAN & CO. LTD.
Agents.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "KATUNA" ... via Suez Canal ... 19th June

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANK" ... via Suez Canal ... 30th June

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINES.S. "SURAT" ... Sails Hongkong, End July
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)Sailings from Singapore on 1st of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD. (12)

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

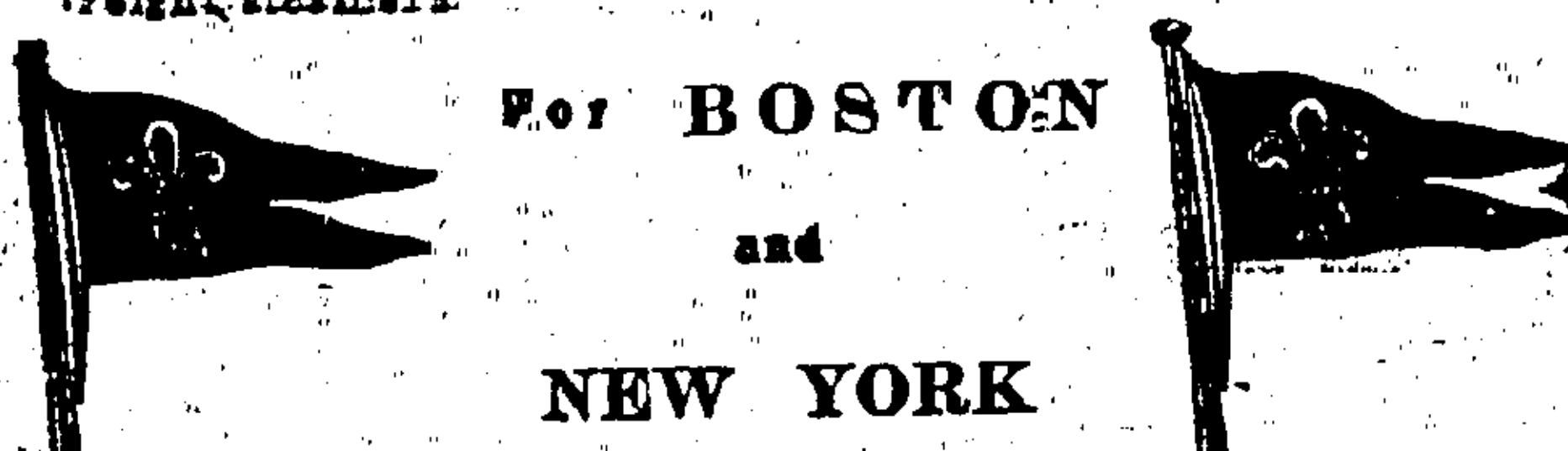
Sailings from Hongkong.

S.S. "KATUNA" ... via Suez Canal ... 18th June
S.S. "TITAN" ... via Suez Canal ... 28th June
S.S. "CITY OF CORINTH" ... via Suez Canal ... 8th July
S.S. "BELLEPHON" ... via Suez Canal ... 18th July
Calls first at New York.Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to change without notice.

For Freight and Particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG;
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON. (13)**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON

NEW YORK

S.S. "CELTIC PRINCE" ... 18th June, 1925.

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone Central 3155
Cablegrams Furnesfama
(Incorporated in Great Britain)
11, St. Paul's Building.**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.****VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the system every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, psoriasis, rheumatism, gonorrhea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing humors, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

Sole English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, W. W. London, Eng. Unprincipled Dealers may try to sell you something else or extra profits—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. (Sold by LAMARQUE OAKS CHEMISTS).

P. & O., British India Apcar and Eastern & Australian Lines(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, ORIENT, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE"	5,318	17th June, Noon	Singapore & Bombay.
"MIEZAPORE"	6,715	28th June	Spore, Penang, Colombo & B'bay
"MALWA"	10,941	27th June, Noon	Marseilles & London
"NAGPORE"	5,283	9th July	Singapore, Penang & Bombay
"DELTA"	8,087	11th July	Spore, Penang, Colombo & B'bay.
"KASHMIR"	8,385	11th July	Marseilles, London & Antwerp & B'bay.
"LAHORE"	8,282	21st July	Spore, Penang, Colombo & B'bay.
"MANTUA"	10,923	28th July	Marseilles & London
"SOUDAN"	6,886	6th Aug.	Spore, Penang, Colombo & B'bay.
"KASHGAR"	9,005	8th Aug.	Marseilles, London & Antwerp.
"SICILIA"	6,812	20th Aug.	Spore, Penang, Colombo & B'bay.
"MACEDONIA"	11,059	22nd Aug.	Marseilles & London
"NAKUNDIA"	12,227	5th Sept.	Marseilles & London
"KEYBER"	8,114	19th Sept.	Marseilles, London & Antwerp.
"DELTA"	8,187	18th Sept.	Spore, Penang, Colombo & B'bay.
"KAKMALA"	8,183	3rd Oct.	Marseilles, London & Antwerp.
"SOUDAN"	6,886	15th Oct.	Spore, Penang, Colombo & B'bay.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"SICILIA"	6,812	29th Oct.	Spore, Penang, Colombo & B'bay.
"KHYVA"	8,124	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,923	14th Nov.	Marseilles & London.
"KALYAN"	8,144	28th Nov.	Marseilles, London & Antwerp.
"MOREA"	10,911	12th Dec.	Marseilles & London.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,000	10th July	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	14th July	do.
"TAKLIWA"	7,938	23rd July	do.
"TAIREA"	7,933	29th July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	8th July	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	5th Aug.	Inland, Townsville, Brisbane
"TANDA"	6,966	2nd Sept.	Sydney & Melbourne.
"AKAFURA"	6,000	7th Oct.	
"ST. ALBANS"	4,500	4th Nov.	
"TANDA"	6,958	2nd Dec.	

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hongkong, Cebu, Colombo, Madras, Tientsin, Hongkong, or other ports en route as indicated on the following—
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"TALAMBA"	8,018	21st June	Moji & Kobe.
"MANTUA"	10,923	26th June	Shanghai, Moji & Kobe.
"TAKLIWA"	7,938	6th July	Kobe.
"ST. ALBANS"	4,500	7th July	Shanghai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe.
"SOUDAN"	6,886	10th July	Shanghai & Kobe.
"TAIREA"	7,933	11th July	Kobe.
"SICILIA"	6,812	24th July	Shanghai & Kobe.
"MACEDONIA"	11,059	24th July	Shanghai Moji & Kobe.
"KHYBER"	8,144	7th Aug.	do.
"TANDA"	6,958	8th Aug.	Moji, Kobe & Yokohama.
"NAKUNDIA"	12,227	21st Aug.	Shanghai.
"DELTA"	8,187	21st Aug.	Shanghai, Moji & Kobe.
"KAKMALA"	8,183	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe.
"SOUDAN"	6,886	18th Sept.	Shanghai, Moji & Kobe.
"KHYVA"	8,124	2nd Oct.	Shanghai & Kobe.
"SICILIA"	6,812	2nd Oct.	Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	10th Oct.	Shanghai, Moji & Kobe.
"MANTUA"	10,923	17th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	8,144	1st Nov.	do.
"DELTA"	8,187	1st Nov.	Shanghai & Kobe.
"TANDA"	6,958	7th Nov.	Moji, Kobe & Yokohama.
"MOREA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"A STEAMER"		28th Nov.	do.
"MACEDONIA"	11,059	12th Dec.	do.
"ARAFURA"	6,000	12th Dec.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Passengers Messing not more than 3 1/2 ft. x 1 1/2 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Commercial Road Central, HONGKONG Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in Staterooms, Saloons and Excellent cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 3 or 10 Days)

HA-NING	A. H. Stewart	Monday, 16th June, at 4 p.m.
HA-IOHNG	Capt. Ellis Walker	Friday, 19th June, at 1 p.m.
HA-IOHNG	Capt. W. S. Tennant	Tuesday, 23rd June, at 1 p.m.

*Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Return Trip Tickets will be issued from Hongkong to Fuchow (Pagoda Anchorage) and return by the same steamer by the "HA-NING," "HA-IOHNG" and "HA-IOHNG" at the reduced rate of \$20.00 including meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
WEIHAIWEI & TIENTSIN	"KUNSHICHOW"	On 29th June, 4 p.m.
SWATOW & SINGAPORE	"KALGAN"	On 31st June, 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 2nd July, 11 a.m.
AMOY, SWATOW & SINGAPORE	"ANHUI"	On 27th June, D.I.
HOIHOW & SINGAPORE	"CHINHUA"	On 28th June, 11 a.m.
SWATOW & HANGKOW	"KWANGTUNG"	On 28th June, 2.30 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 30th June, 4 p.m.

SHANGHAI LINE—Regular service between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow) and extending to Peking, Tientsin (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through bills of lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.
HANGKOW LINE—Regular weekly service leaving Hongkong Sundays to and from Hangkew via Swatow maintained by new "K" class steamer, attractively fitted for passengers with double and single berth cabins.
For Freight & Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 22. Agents.

CARGO AND PASSENGER CAN BE LOADED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE"**

Will sail on her maiden voyage during July

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.
Through Bills of Lading issued to ALL AUSTRALIAN, NEW ZEALAND AND TANGANYIKA PORTS.THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
(Sailing Subject to Alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE.

Tel. C. 36. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK AND BOSTON VIA SUEZ.

S.S. "EGREMONT CASTLE" ... Sails 26th June

LYOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMMO).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "FUMMO"	...	Sails 10th July
S.S. "NUMIDIA" (cargo only)	...	Sails 18th July
M.S. "ESQUILINO" (cargo only)	...	Sails 10th Aug.
S.S. "LACONIA" (cargo only)	...	Sails 12th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	...	Sails 1st July
M.S. "ESQUILINO"	...	Sails 31st Aug.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1024. Agents.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUALS

Mail Steamers	Next Sailing from Marseilles	Pro. Arr. at Hongkong and Sailings from Hongkong	Pro. Sailing from Hongkong for Marseilles
PORTUGAL	23rd June, 1925
ANGKOR	7th July, "
COMPTON	21st July, "
ANGKOR	4th Aug., "
PAUL LECAT	18th Aug., "
ANDRE LEBON	1st Sept., "

RATES OF PASSAGE MONEY TO MARSEILLES(Including Table Wine and Free Doctor's Attendance).
A Cabin (1st Class) ... \$25.00
B Cabin (2nd Class) ... \$15.00
C Cabin (3rd Class) ... \$10.00
D Cabin (4th Class) ... \$5.00
E Cabin (5th Class) ... \$2.50
F Cabin (6th Class) ... \$1.25
Through Tickets to London and Leaving Towns of Europe
Accommodation reserved in the Steamer at Marseilles.**LINE COMMERCIALE (CANTON BOATS)**

... leading for HAYE, ANTWERP

... "SI-KIANG" from DUNKIRK, LONDON & HAYE 14 days

... arrive about 22nd June.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. Agents.

CONSIGNATION—TRANSHIP—REPRESENTATION.

